

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., AND FOR
PRIVATE RESIDENTS AT THE
OUTPORTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
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No. 16,540. 號十四百五十五萬一第 日大初月正年四十三精光 HONGKONG, FRIDAY, FEBRUARY 7TH, 1908. 五時半 號七月二年八零九千一英港香 PRICE, 33 PER MINUTE.

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2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
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3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
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4.45 p.m. to 5.00 p.m. ... Every 10 minutes.
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Hongkong, 27th January, 1908.

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should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but on evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, FEBRUARY 7TH, 1908.

JEROME K. JEROME regards his pipe as his "strongest friend," chiefly because it never tells him of his faults. Candour is conventionally included in the category of virtues, but there is candour and candour. The candid friend is notoriously friendless. Intellectual candour is rarer, less easy to produce, and there is a great need of it. The average man forms strong opinions without first thinking them out. Professor KINGDON CLIFFORD in one of his essays says "it is wrong always, everywhere, and for everyone to believe anything upon insufficient evidence." Striving after candour of the intellect, striving as hard to be honest with themselves as honest—with others, makes men captains of their souls. For most, however, it means a strenuous strife, a never-ending Sisyphean struggle. The lazy vice of taking things for granted is their rebounding boulder on life's occlivity. The other candour is too cheap, though like many cheap things, it has its uses. It is curious to watch how different people behave when they encounter it. Well-bred people take it smiling, as when Society went to hear and enjoy Father VAUGHAN'S fulminations. Ill-bred people cannot endure it, deserving or undeserving. They get cross; especially if by chance the candid critic fingers a sore spot. Occasionally it falls on ground that is not stony, and then it gives furiously to think. At a local tiffin table yesterday a Doctor made a remark that prompted a Piece-goods Expert to say that he was surprised to find a man in his position giving expression to such opinions, &c. &c. A little heatedly the

medical man rejoined that he never pretended to be a good man, or words to the effect that he never pretended to be anything at all other than he was. One of those cantankerously candid natures of Society sententiously observed that it was "pretentious to pretend to have no pretences." It was rude, but it was a gesture. It led us to look again at a new book of essays by HENRY BLAND, from which we quoted the other day. This new writer, we remembered, is one who makes an effort in the direction of candour, candour of both sorts, the cheap and the dear. As might have been expected, we find that he is less successful when trying to be honest with himself than he is when dealing faithfully with the foibles of his public. "The question of the religious education of young children is a question which all of us, who take any interest in public affairs, have got to tackle whether we like it or not," he says, and he tackles it with a most refreshing candour, as will be seen. Yet in the same book we find the same man taking comfort in Wordsworth's line, "We live by admiration, love, and awe," and on that poetic neccesity swimming toward the postulate that there are many occasions on which man has to reject evidence in favour of faith. (On the subject of secular versus the other kind of popular education, he marvels to find "how curiously little clear, close, honest thinking had been given to it at all." This applies to an amazing number of conventions. As shareholders in Life, Limited, we are all prone to accept the hint of the Directors, and to "take it as read," and very often the things we regard as axiomatic are those that are truly most debatable. Mr. BLAND quotes a typical citizen's declaration that "to banish definite religious instruction from the elementary schools would be to bring up the rising generation to be more like devils than like men." Mr. BLAND pointed out that about half the children at school in England were receiving no definite religious instruction in the day school; were they noticeably devilish? The other man claimed that the example of the other half saved them, as well as home influences. In this citizen's home, Mr. BLAND happened to know, "you might stay a year (if you went away for week-ends) without guessing that anyone in it held any religious views at all." There were no family prayers; religion was eschewed as a topic. Each member of the family went to church once each Sunday, and that was all. Yet this citizen seemed furiously eager to give definite religious instruction to the children of the working classes, without taking any steps to give it to his own. If we all only dared to speak out fearlessly exactly what we each know! Mr. BLAND makes the effort. He casts his mind back to his own childhood.

"I did believe in ghosts, with an urgent, instant, practical belief. I expected to come across ghosts in dark corners and at the end of dark passages in our old house, and took un-commonly good care not to pass those dark corners alone, and to keep well away from the end of those dark passages. But I don't think I ever expected to come across an angel anywhere. And yet I was always being told that there were no such things as ghosts, and that angels were all about us, especially about our beds when the light was put out. Yes, looking back, I am quite sure that I never drew any comfort from the presence of those angels about my bed. I can't say I disbelieved in them, because that would have been to doubt the word of grown-up people, but in those dreadful twenty minutes after the light was out and before I fell asleep, what comforted me was the noise of talk and movement downstairs. That was real, I felt. Now, how was it, I ask myself, that while I did believe in grisly ghosts I did not believe (with a vital belief) in radiant, white-winged angels?" Well, I think, it was because I noticed that the grown-up people about me, my nurse and the other servants, for instance, did believe in ghosts, while none of them, so far as I could gather from their conduct, believed a single little bit in angels."

Then with regard to divine anger or sorrow over naughtiness, Mr. BLAND always found that when he had been guilty of some small offence his parents forgave him, and he reasoned therefrom that divine forgiveness was equally sure. Small children, very small children, do reason and they reason rather well! So those considerations never affected his conduct; he must have been a calculating little monster. He shared with countless other children the sympathy with the bad, unfortunate characters in the Bible stories, "used to clench my small fists whenever I thought of Elisha and those she-bears . . . his monstrous touchiness about his bold head!" And so on; he goes through the tragedy of the unfolding child-mind, and we can sympathise heartily, forgetting to be shocked. "One may as well speak out; if we don't tell the truth to ourselves and to each other about children we shall never get to the bottom of the religious difficulty." Quite so, and of numerous other difficulties. Look round, take up almost any question of the day, that has any vitality in it at all, and see if a plea for candour, for intellectual honesty, is not timely, not urgently to be made and earnestly weighed. Who deceive themselves

TELEGRAMS.

SUPREME COURT.

Thursday, February 8th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. JUSTICE WISE
(PULSEN JUDGE).

AN UNPROFITABLE PARTNERSHIP.

W. H. Manners sued F. H. Cornell to recover the sum of \$217.50 for money due. Mr. P. W. Goldring (Messrs. Goldring, Barlow and Murrell) appeared for the defendant, and informed the Court that Mr. Lowe had been into the books and found in respect of the partnership transactions between the plaintiff and the defendant that there was a balance due from the plaintiff to the defendant instead of the other way about.

Plaintiff stated that he received a sum of \$200 from a man named Mathews, which he handed over to the F. H. Cornell. Mathews was repaid by plaintiff, who had his receipt. Witness was not present when Mr. Lowe went into the accounts.

His Lordship—The defendant said he used this money up in the business.

Plaintiff—Hardly, and when the things were sold I did not receive any of the money.

Examined by Mr. Goldring plaintiff said he did not pay over only \$15 out of the \$200. Their business was not very successful.

Defendant was then called and stated that in May 1908 he entered into partnership relations with the plaintiff. They started business as electricians and electroplaters, witness contributing roughly about \$2000 of the capital and plaintiff \$300. The understanding was that Mr. Manners was to have a one-third share in the business which, however, was not a success, and all the capital was lost. To a certain Chinese firm in Wan-chai from whom they got material Mr. Manners paid \$150 on account of his part of the capital. Defendant sent plaintiff a statement of accounts at the end of December 1908, which showed that Mr. Manners was indebted to him, but knowing at the time that he had no money witness did not press the matter.

Questioned by Mr. Measner, defendant admitted that he had said the capital was lost.

And yet you sold the business for a total cash to Wilks and Jack?—I sold a certain plant.

For how much?—\$900.

And you went to work for Wilks and Jack?

You.

And you have been working for them ever since?—I have.

The plant which you sold for \$900 I believe cost us \$3058?—Somewhere about that.

Have I seen these books and vouchers?—All the vouchers you have seen not once, but several times.

While these accounts were being made up, was I present?—Neither was I.

So that I've had no say in the matter. Now, when you sold the business to Wilks and Jack did you receive any sanction from me?—It was sold with your knowledge.

Defendant here informed the Court that on December of this year she will again sail for the Antarctic, and bring home the expedition in March 1909.

The exploring party will probably be landed at McMurdo Bay, and will try to reach the Magnetic Pole, placed by Ross 100 miles to the westward.

Their main object, however, will be to follow up the south sledge journey from the Discovery, which penetrated as far south as 82° 17' and then found mountains ranging up to 15,000 feet in height. To make a longer journey possible Sibrian ponies have been taken to draw the sledges.

TO FIND THE SOUTH POLE.

DAIRY FARM ENTERPRISE.

BRITISH EXPEDITION LEAVES NEW ZEALAND.

RUSSIA.

LONDON, February 4th.

The Duma passed a vote of condolence on the recent assassinations of the King and Crown Prince of Portugal; the Social Democrats and Labourites abstaining them-

selves from the House.

The concentration of Russian troops in Finland continues.

TRANSLALPINE CANAL.

AN INTERESTING SCHEME.

SIGNOR PIETRO COMINCIOLI, a Milanese engineer, has been engaged in studying a gigantic scheme for constructing a great canal between Genoa and Lake Constance, across the Appenines and the Alps. Senator Cominoli, who is one of the highest scientific authorities in Italy, discusses the project in the *Corriere della Sera*, observing that the plan solves a quite a novel manner all the difficulties hitherto existing, and opens an unexpected horizon for the future of trans-Alpine navigation.

The canal will have a length of 367 miles, of which 161 miles will consist of waterways at present open. It will be tubular, and divided into sections by means of floating gates, worked on a system of guide rails, screwed to the internal walls, thus enabling the boats to maintain themselves in the positions where there is the necessary depth of water.

A model of the system on a scale of one-tenth works perfectly, and experiments made with it have been completely successful according to the opinion of competent judges. The model will shortly be on exhibition in the grounds of the Accademia dei Lineri.

The inventor has already carried out important hydraulic works in South America.

He says that on the proposed canal an annual traffic of 15,000,000 tons could be developed.

Plaintiff proceeded to cross-examine:

Have all the debts we owed been settled?—Since the end of September I have paid off what I could.

His Lordship—What did you do with the \$900?—Used that for paying debts.

Plaintiff—You've got here an amount due to the comprobado; has that been paid?—When we closed the business we owed him \$168.40 since I have paid him \$150 in settlement.

All these accounts are paid off?—All with the exception of \$68 still owing.

Mr. A. E. Lowe, chartered accountant, stated that from the books he found the balance due was the other way about, there being about \$900 due from the plaintiff to the defendant.

At the request of the plaintiff Mr. Lowe then briefly explained the accounts and showed how the amount due by the plaintiff was arrived at.

Plaintiff—I don't altogether agree with that way of book-keeping, but he is a chartered accountant.

His Lordship—I will tell you you cannot possibly succeed in this action; you should have brought a partnership action.

Plaintiff—I claim it was not a partnership.

His Lordship—But it is, and if you have any sense at all you won't go on with a partnership case for the accounts are dead against you.

Plaintiff—The account referred to me I am showing is not correct.

His Lordship—How have you known it yet?

Plaintiff—I am showing that \$120 has not been paid.

His Lordship—Surely you don't say it is incorrect when the defendant gets \$60 knocked off in your favour?

Plaintiff—The original agreement between us was that he was to pay in the capital, and I was to get a one-third share.

His Lordship—That agreement was not carried out. You paid in \$60 by your own showing. I shall not trouble any further.

Judgment and costs for defendant.

I don't think I would go on with the next case if I were you.

Plaintiff—The original agreement between us was that he was to pay in the capital, and I was to get a one-third share.

His Lordship—That agreement was not carried out. You paid in \$60 by your own showing. I shall not trouble any further.

Judgment and costs for defendant.

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the Finance Committee. This course was adopted purposely in order to give hon. members every opportunity possible for asking for whatever information they required, and also to enable the Government to ascertain in what direction information was required with a view to providing it as fully as possible. My hon. friend on the left assured members that I should be most willing to give every information in my power. I may go further and say I welcome this opportunity since one has not recently arisen to make as full a statement as possible on the subject of the whole course of the railway. A certain amount of information on the question proposed by the hon. member is contained in the paper which has been placed before you. He asked for information both as to the control, finance and route of the railway, and also as regards its history, and I will endeavour as fully as I am able to do so, to give the information on each of these heads. You will recall that in 1905 it was decided to build the railway by means of a loan. It was not a question of whether the undertaking would be an immediately remunerative concern; it was not a question of whether the railway would pay interest and sinking fund on the capital expended, or even if it would pay working expenses. It was a question of preserving the predominance of Hongkong. It was a question of seeing that the final outlet of the great railway of China should be at Kowloon, and no other place. I think therefore it was with the consent of the whole community that the decision was arrived at, a decision which I personally most heartily concur with. The first step to take was to make a preliminary survey, and to base upon it a preliminary estimate. The task was entrusted to an able engineer, Mr. Bruce, and I think we can say it was well done. Those of you who have any personal experience in railway construction know it is not practicable to expect that a preliminary survey shall be accurate in all its details, nor is it practicable to expect that there shall be no alterations found necessary in the alignment first laid down when it comes to be examined in detail by the constructing engineers. The estimate made by Mr. Bruce amounted to \$4,470,000 to which had to be added the estimate of the hon. the Director of Public Works for a reclamation of a section which amounted to \$385,000, which made the total \$5,055,500. This estimate included certain land resumptions and station buildings, but it did not include any provision for telegraph, fencing, and I think it included no provision for storage godowns. There also had to be added subsequently provision for double bridges. This was undertaken in consequence of clause 2 of the first loan agreement, and I think that the same is being done on the Canton section. The iron work is for a single line only. It may appear to many hon. members that if any anticipations were formed of the line going to be double in any section, those anticipations would mostly apply to the tunnel, since it would be impossible to broaden it once the lining had been completed. I am assured by the Chief Resident Engineer that two parallel single line tunnels only cost some 25 per cent more than one single double tunnel owing to the space wasted by the height and the area of excavation involved. And he tells me also that even were the line double throughout with the sole exception of the tunnel it would cause little block or delay if a signal station were at each end. I will turn to the history of the railway. The Secretary of State for the Colonies decided it should be constructed on what is known as the departmental system, through the medium of the Crown Agents. This is not the time or place for me to criticise that system. The Government that adopted it claims that it saves contractors profits; that alterations which further examination of the country, or enlarged or altered views can at any time be made without the liability to contractors which would be incurred if the contract had already been signed. It gives more direct supervision of the cost to the Government, and gives it more discretion as to change. These gentlemen are great advantages. The system as adopted in practice has also, however, weak points, the chief of which in my opinion is that the local Government is not in sufficiently close touch with the consulting engineers and does not correspond directly with them. The Chief Resident Engineer arrived in March 1906. My predecessor in his great anxiety to push forward with the utmost possible despatch, resumed lands in the neighbourhood of Taipo and instructed the Colonial Public Works Department to begin work at once. In November 1905 the Chief Resident Engineer on arrival, after making a detailed survey, decided to run the line from the neighbourhood of Taipo somewhat more inland than had been arranged in Mr. Bruce's survey. The former line had run in that neighbourhood almost completely over the sea bed which involved very costly bridges and some danger from heavy seas. The new alignment was conducted very carefully indeed in order to endeavour to balance the amount of cutting with the amount of earth required for reclamation. He also decided to make a small tunnel from a small hill near Taipo instead of going round it and he succeeded in finding a way of avoiding the dangerous point at which the maximum gradient and limiting curve were simultaneously obtained at a point overhanging a dangerous river. It was an undeniably improvement for the road, and the line was at the same time shortened. These alterations, especially the latter one, unfortunately involved the abandonment of a considerable portion of the work that the Public Works Department had been ordered to do. New land had to be resumed, old land had to be sold. A small loss was incurred on that which forms a debit in the new estimate, but I think probably the bank railway no longer required will be used for the formation of a road. There were some other minor alterations in order to avoid the costly resumption of land, and in order to facilitate the bridging of roads several roads had to be altered, especially Taipo Road, Gaocheng Road and Des Voeux Road. In June 1907 the Chief Resident Engineer presented his estimate which amounted to \$8,000,000, or an increase of \$2,948,142. The statement which will be laid later shows an increase under each head, but I propose with your permission to endeavour to give you a clearer grasp of the general reasons of the increases in the estimates than can be obtained from a table of figures. In the first place, under earth work, the Chief Resident Engineer states that the former estimate was hardly half sufficient under the rates, but it is very difficult to know exactly what rates Mr. Bruce had calculated at, because no drawings or calculations of quantities and rates were supplied with the estimates. The Chief Resident Engineer says he has since his arrival here considerably reduced the rates he found were paid for earth work when he arrived in the Colony. In spite of that reduction he says he is quite confident that Mr. Bruce's line could not have been made for the full extent of the present estimate. In the same way, as regards bridges, these were similarly under-estimated, and too little was charged for supervision. The alterations which I have described in the alignment of the railway, I am assured, involve no extra cost whatever, and the Chief Resident Engineer says he is perfectly certain that the consulting engineers will bear him out in

this statement. The abandoning of the bank by the Public Works Department involves a small extra debit which has to be borne in the new estimate which contains several items altogether omitted in the former, such as fencing, telegraph and storage altogether amounting I think, in the new estimate to \$111,573, and also the cost of doubling the bridges and extending the cuttings. Mr. Bruce's estimate had, as I said, made some provision for station buildings, but the present estimate does not make provision for station buildings but includes platforms and several miles of sidings more than in the original estimate. The estimate of the Director of Public Works for reclamation work remains about what it was. The quantities are practically the same although the reclamation estimated by the Director of Public Works only extended as far as the storm water drains. It is now being extended to meet Blackhead's wharf, but the extra cost involved by this extension has been made lighter by narrowing the areas proclaimed, that is to say, by drawing the line a little nearer to the shore. Both the cost of this reclamation and the seawall which faces it, and also the cost of the alterations of the drains to include the earth work the small piece of additional seawall from where the original reclamation ceases from Blackhead's wharf, involved an extra cost of \$110,000. That \$110,000 will have to be added to the existing estimate of \$3,668,000. I may say with regard to this bit of seawall that it was not included in the estimate because it was still under discussion whether the line should be drawn direct involving the construction of a deep seawall costing about \$75,000, or whether we should set back 150 feet, thereby reducing the cost to \$110,000. That cost has now been decided on. There remain several items not included in the other estimates in connection with the terminus, and in order to obtain a deep sea birth for a large vessel it was necessary to acquire Marine Lots 218, 31 and 34 from Measey, Blackheads. Protracted negotiations with the owners eventually resulted in its purchase for \$615,000. The negotiations were in the hands of my hon. friend on the left, the Director of Public Works, and I think we can congratulate him on the very successful issue. The estimate made by Mr. Bruce amounted to \$4,470,000 to which had to be added the estimate of the hon. the Director of Public Works for a reclamation of a section which amounted to \$385,000, which made the total \$5,055,500. This estimate included certain land resumptions and station buildings, but it did not include any provision for telegraph, fencing, and I think it included no provision for storage godowns. There also had to be added subsequently provision for double bridges. 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the Director of Public Works replied:—No restraint is placed upon the Contractors for the buildings mentioned with the object of limiting the expenditure on them to the amounts voted in the Estimates. In 1904 supplementary votes were obtained to cover excess expenditure on the Law Courts and Post Office and since that year there have been large unexpended balances annually on the amounts voted for these works.

LAND OCCUPIED BY GOVERNMENT CONTRACTOR.

Hon. Mr. OSBORN again asked:—Will the Government state (a.) The terms of Sang Lee's occupancy of the ground needed a builder's yard adjoining the stans of His Majesty the King? (b.) Is this yard used in connection with work on public buildings? (c.) Will the Government cause this land to be laid out as a public garden as soon as Sang Lee's occupation of it can be determined?

The Director of Public Works replied:

(a) The terms are:—(i) Payment of rent at the rate of 2 cents per square foot per annum, or \$87.20 per acre, quarterly, in advance.

(ii) Certain stipulations as to matches or other structures which might be required by the Contractor.

(iii) Restriction of occupation to watchmen only.

(iv) No portion of the ground to be used for any other purpose than the storage or preparation of material for the Post Office, unless the consent of the Director of Public Works be previously obtained.

(v) No portion of the ground to be sub-let on any account.

(vi) The whole or any portion of the ground to be given up at any time on receipt of three months' notice.

(b) Answered in (v) of the above.

The COLONIAL SECRETARY seconded.

Council then went into committee on the Bill and considered it clause by clause.

Hon. Mr. OSBORN.—Am I in order if I ask why life insurance companies have been taken out of this Bill? They were in when the Ordinance was drafted.

HIS EXCELLENCE.—They are included in a different bill.

Hon. Mr. OSBORN.—Originally the Ordinance included fire and life insurance companies.

The COLONIAL SECRETARY.—The hon. member is thinking of fire and marine.

The COLONIAL TREASURER.—The word marine was dropped before the first reading.

On Council resuming the ATTORNEY-GENERAL reported that the Bill had passed through committee with minor alterations, and it was read a second time.

The ATTORNEY-GENERAL then moved the third reading of the Bill.

The COLONIAL SECRETARY seconded, and the Bill was read a third time, and passed.

HIS EXCELLENCE.—Council will now adjourn until Thursday week.

ENFORCING JUDGMENTS OUT OF THE JURISDICTION.

Hon. Mr. POLLOCK asked:—Will the Government lay upon the table all the papers connected with the proposals which have been made with a view to improve the system of enforcing judgments of the Supreme Court of this Colony in China and Macao?

The COLONIAL SECRETARY replied: The correspondence touching as it does relations with two Foreign Governments is for the most part confidential and cannot therefore be published. If, however, the Honorable Member takes a personal interest in the questions referred to, he is at liberty to peruse the material portions of the correspondence in the office of the Colonial Secretary.

Hon. Mr. POLLOCK.—I don't think the hon. Colonial Secretary's answer quite deals with my question. I understand that certain proposals have been made amongst others by the Chief Justice of this Colony with reference to this question, and I don't see why these proposals should not be laid on the table.

The COLONIAL TREASURER.—Really, the Government's answer to the question is "no."

HIS EXCELLENCE.—The answer given by the hon. Colonial Secretary I think is a complete answer to the hon. member's question.

Hon. Mr. POLLOCK.—I think not, Sir. I don't think a foreign Government's proposal—

The COLONIAL SECRETARY.—The hon. member is trespassing beyond the limits. Surely he must understand that no matter from what part it emanates it involves correspondence, and the question, touching as it does the relations with a foreign government, is such that it cannot possibly be made public.

Hon. Mr. POLLOCK.—Do I understand that that the Government regards it as confidential?

HIS EXCELLENCE.—I cannot allow any further debate on the subject.

Hon. Mr. POLLOCK.—I think the Hon. Colonial Secretary's answer is not a satisfactory one to my question.

The COLONIAL TREASURER.—Then move a resolution.

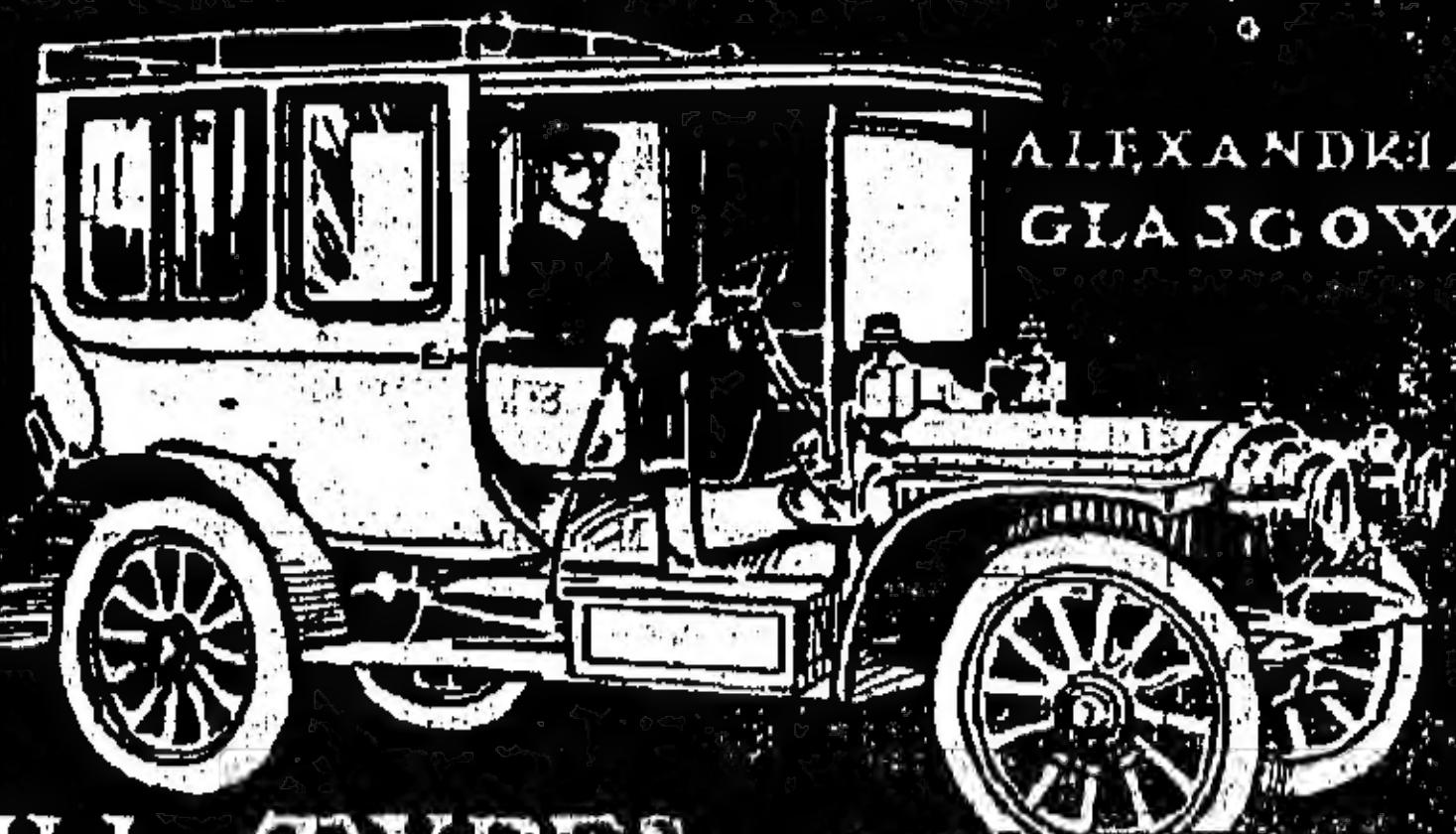
Hon. POLLOCK.—I submit the Colonial Treasurer is not in order to make that observation;

CHINESE EMIGRATION ORDINANCE.

The ATTORNEY-GENERAL.—Sir, I rise to move the second reading of the Bill entitled An Ordinance to amend the Chinese Emigration Ordinance, 1889. The Bill is designed to remove certain restrictions at present imposed on bona fide free emigrants, and to safeguard the interests of assisted emigrants as distinguished from individual emigrants.

The basis of a joint working agreement with the Chinese section has not yet been arrived at. I am anxious to begin negotiations in this matter, but you must remember the survey of the Canton section has only just been completed, and it will probably be a couple of months before the first act is turned. The Chinese Authorities have several preliminary questions to settle with regard to the administration of the line and local control, and until these questions have been settled we are not in a position to enter into negotiations. I trust it may be so before the end of this year. I have explained now, to the best of my ability, the history of the line and the stage of construction to which we have reached. I have gone fully into the liabilities which we have incurred, and perhaps it may be of interest if I make a few remarks as to the means we intend to employ to meet these liabilities. You will remember that sum only includes the cost of the private land resumptions for the railway, and does not include the cost of the Crown land assigned for railway purposes. In the course of my remarks I have alluded once or twice to the difficulties placed in my way by the fact that the basis of a joint working agreement with the Chinese section has not yet been arrived at. I am anxious to begin negotiations in this matter, but you must remember the survey of the Canton section has only just been completed, and it will probably be a couple of months before the first act is turned. The Chinese Authorities have several preliminary questions to settle with regard to the administration of the line and local control, and until these questions have been settled we are not in a position to enter into negotiations. I trust it may be so before the end of this year. 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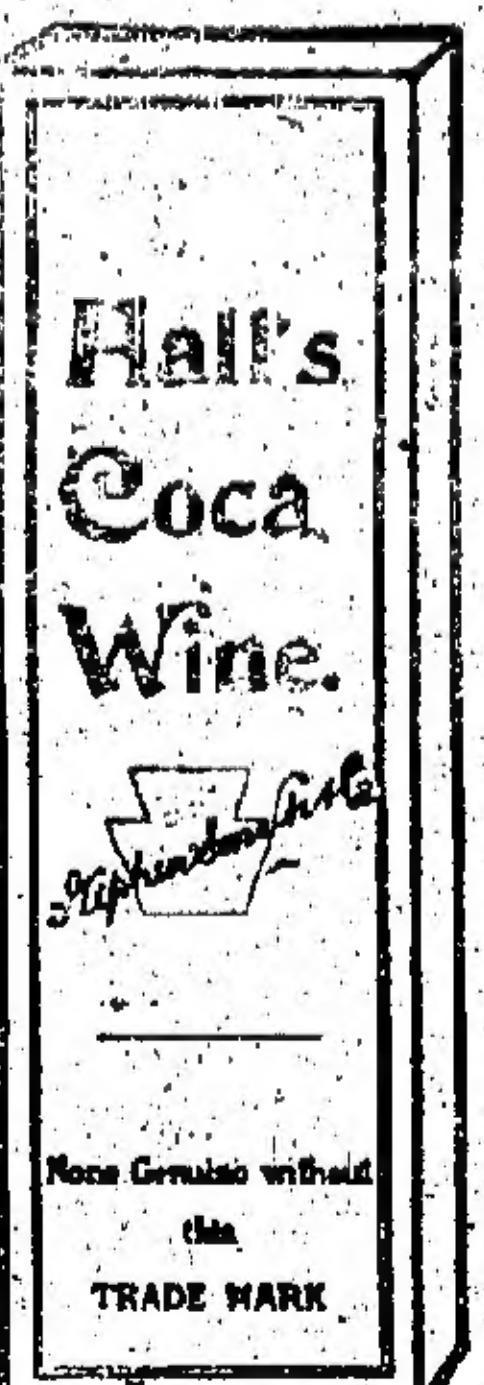
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MOTOR NOTES FROM HOME.

Written for the Hongkong Daily Press.

London, 20th December.

THE SEASON OF THE YEAR.

The approaching festive season brings the cycle of the motor round to its dullest and most dead period. People are more interested in minstrels than motors, in parties, balls, and other functions. Besides, the weather is all against it. There is no more enjoyable recreation than a fast motor run on a clear, hard, frosty morning; but, up to now—at any rate about London—there has been nothing but rain, fog, drizzle and rain again; always mud. These conditions are not conducive though some all weather motorists take a pride in ignoring the weather. Such people are not agreeable; they are like the all-the-year-round cold-bath man; they annoy one by their airs of conscious superiority. As I write the sun is trying to shine, and my thoughts wander out to the far-off East, where motoring, under more than summer conditions, is perennially save, perhaps, at certain odd times during the rainy season. What would some of us not give to be back there again?

THE ROVER CAR.

The car of economy this week is the Rover. The Rover Company Ltd., of Coventry, have well maintained the popularity of their products during the past year, and I deal with two or three of their lower priced cars. The first is an 8 h.p. four seater, at £225, single cylinder, with three speeds (8, 16 and 24 m. per hr.) forward at a normal engine speed of 950 revolutions per minute, reverse 8 m. per hr. The crank-shaft is solid, on ball-bearings, clutch metal in oil; tank carried sufficient for 130 miles; ignition, accumulators with current supply for from 800 to 900 miles; magnet, extra. The carburetor is the "Rover" automatic and is not excellent by any other type. The control, steering and brakes are of the best and most modern types. Wheels, tires, Tyres, heavy Dunlop; liquid body with seating for four, upholstered in leather. The Rover 8 h.p. two seater, £210 is of a similar specification, with bucket seats, as is the 6 h.p. at £135, with the difference that the tyres are Dunlop light car. To this latter, capo-cart hood and folding wind screens are supplied at £2 extra. The same car is supplied with wire wheels, smaller tyres and cheaper body at £165. The general colour of the Rover car is a dark and durable green, with upholstery to match. As a reliable and useful vehicle the Rover stands well with other makes of the same prices and powers.

A USEFUL LAMP.

A useful accessory for the interior lighting of cars fitted with Cape cart, or other folding hoods has been placed upon the market by the Ever Ready Electric Specialities, 102, Shaftesbury Avenue, and is retailled by most motor-car firms. This is the "Ever-ready" folding head lamp. It is 3/8 in. in diameter and can be conveniently fastened to the rib of the hood which is folded back without any risk of breaking the lamp, which gives a soft but powerful light, and is very suitable where a lamp but strong fitting is required.

A NEW SPORT.

One of the "ights of London" at this time of year is the skidding of the motor bus. It affords an unfailing source of amusement and interest to relieve the monotony of dull and drizzling day. In fact, to stand at a likely corner and "watch 'em skid" is becoming a kind of sport among the less indolent elements of our population. On several recent days, and all day long, there was a crowd of a couple of hundred, or more, at the top of Old Broad Street halting with derisive cheers the blundering efforts of the motor-buses to turn the corner, and the antics of the police constable on point duty to avoid a violent and sudden death.

ACCEPTED CHALLENGE.

Mr. S. F. Edge has been "trailing" the tails of his coat before the eyes of motorists for some little time, and has, at last got some of them accepted. The Boston to Edinburgh race against time is "off." The L. and N. W. Railway will have nothing of it; So Brooklands provides the obvious alternative. The President of the Metallurgique Company of Belgium has accepted the challenge in the 26 h.p. and the 40 h.p. classes, and Mr. O. Copper will drive the Metallurgique cars against Napier in both events.

THE TRAPPED WEASEL.

The average "motor-cars" is usually the dullest event in our Police Court routine. It remained to the ever-cheerful Magistrate of Marylebone, to redeem it by a touch of his inimitable humour. A driver had fallen into a "trap" from which the victim had no chance of escape. Said Mr. Plowden, "Here are these cold-blooded officials, each with a stop-watch in hand. What possible chance has the chauffeur?" My heart bleeds for every thing in a trap, whether it is a chauffeur or a weasel. But there it is. There is nothing more to say, forlorn shillings." It is recorded of an old gao bird that, on being "sent down" by Mr. Plowden, he remarked, "I'd rather get six months from in than a week from any other beast."

FOR THE F.M.S.

An 18-24 h.p. Fiat car has recently been supplied to the order of the Crown Agents for the Colonies for the personal use of Sir William Taylor, the Resident General in the Federated Malay States. The Roi des Belges body is painted dark green with white lines, the upholstery being to match; and it is interesting to note that it has been built at the Fiat Company's Motor Body Building Department at Brighton. Special attention has been paid to rendering the car thoroughly suitable for tropical use; and with this object in view all four wheels are shod with Mosley Perfect Detachable tyres of uniform size, 36 by 5 inches. The car is fitted with Cape-cart hood and wind-screens.

A Japanese company has lately commenced to manufacture motor-cars in a small way in Tokyo. The first vehicle was completed a few weeks ago, and it is claimed that every part

was built in Japan, with the exception of the tyres, lamps, springs and oil. The car is more American than English lines, with a 12 h.p. engine situated about the centre of the frame under the body.

Messrs. Kots Bros. Ltd., of London, Singapore and Penang, have been appointed sole agents for Messrs. A. Darraq & Co. (1905) Ltd., for the Straits Settlements and Federated Malay States.

LONDON AND SOME COMPETITIONS.

It will be seen that though London ranks first in respect of the tonnage of vessels entered and cleared, Hamburg is not far behind, and Liverpool is not a great way behind. Hamburg, Antwerp, presumably, would rank between Hamburg and Liverpool, were the tonnage of both clearances and entrances available for that port. A diagram annexed to M. Viard's report shows, indeed, that the rise of Hamburg, Liverpool, and Antwerp has been particularly rapid during the past forty years. The net revenue of a port, however, seems to bear little relation to the tonnage of its shipping. In this respect London is far ahead of all the other ports for which data are given. Liverpool, which comes second, being credited with net revenue little more than a third of that of London. The percentage cost of operation also varies greatly. Mr. Cortell's contention that the large majority of European ports are not worked on purely commercial lines needs to be borne in mind in this connection. In summing up Mr. Cortell reaches the conclusion that a careful examination of the kinds and methods of management, and of the different classes of ports, justifies the opinion that a port built with and a fair traffic operated by a private company as a purely commercial and business enterprise, could be successfully maintained and operated at a cost of not over thirty per cent. of the gross revenue.

CAUTION WHEN APPROACHING BRITISH PORTS.

My Lords Commissioners of the Admiralty, having taken into consideration the fact that circumstances may arise in which it may be necessary, on account of periculor exercise, or otherwise, to forbid all entrance to the naval ports at night, this is to give notice that on approaching the shores of Great Britain, or any part of the British Empire, if searchlights are observed to be in constant operation, the naval harbours should be approached with great caution, as it may be apprehended that obstructions may exist outside the port or that the entrances may be altogether closed and the examination service may be in force.

In the event of relations becoming strained between this country and any naval Power, an examination service may come into force at the ports or localities in the United Kingdom, and after several months of correspondence with port authorities and study of all possible sources of information data were collected for upwards of dozen European ports and two outside of Europe. The data cover a wide field, comprising numerous particulars of the accommodation, shipping, and financial position of the ports, the whole forming a mass of information which it is believed cannot be found in any single work. The results can best be shown in tabular form, and in the following table we have selected the figures for capital expenditure, the registered tonnage of vessels entered and cleared, gross and net revenue, and the percentage which the cost of operation forms of the gross revenue.

In the case of Rotterdam the capital cost represents expenditure during the past quarter of a century. In the case of the other ports the figures collected under this head are stated to represent the cost up to various dates ranging from the beginning of 1908 to the year 1907, and in some instances include the cost of works under construction. The annual returns are either for the year 1905, 1905-6, or 1906, except in the case of Buenos Aires, when they are for 1904. For Bristol, Antwerp, and Bombay only the tonnage of vessels entered appears to be available, and for the Tyne Port, the only tonnage of the vessels cleared, though on this point the report is somewhat contradictory. Mr. Viard regrets that it has been impossible to obtain data for several important ports; the data which he has succeeded in collecting we summarise from the figures as presented in his table, without assuming responsibility for their completeness in all cases.

The institution of an examination service at any port will never be publicly advertised, but at all times when the relations of Great Britain with foreign Powers are known to be in a state of tension, special care should be taken in approaching the ports, by day or by night, to keep a sharp look-out for the examination steamer, and to be ready to "bring to" at once when hailed by her or warned by the firing of a gun. Under these circumstances unless they have communicated with the examination steamer and received permission to enter the harbour, vessels must proceed to the examination anchorage marked on the Admiralty charts and anchor there.

If an entrance to a port is closed three red vertical lights by night, or three red lights by day, will be exhibited in some conspicuous position, in or near to its approach, and a reasonable notice of this fact will be given by lookout vessels in the offing.

If the examination service is in force, the examination steamer will fly a signal flag (white and red horizontal surrounded by a blue border) and a blue ensign and will be distinguished at night:

(a) When the port is closed, by three red vertical lights.

(b) When the port is open, by three white vertical lights.

The pilot attached to the ports will be acquainted with the regulations to be followed.

Gazette.

WEATHER REPORT.

On the 6th at 11.55 a.m.—The barometer has fallen rapidly over Japan owing to the depression which is moving into the Pacific to the south of Hokkaido.

The anticyclonic area is still over the continent to the north of the upper Yangtze, and pressure has increased moderately on the China coast and in the South.

A strong monsoon may be expected in the Formosa Channel and N. and N.E. gales over the China sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood N. winds, moderate, fine.

Fomoso Channel N.E. winds, strong.

South coast of China between Hongkong and Lamock S. winds, No. 1.

South coast of China between Hongkong and Hainan N. winds, strong.

Hongkong & Neighbourhood N. winds, moderate, fine.

Formoso Channel N.E. winds, strong.

South coast of China between Hongkong and Lamock S. winds, No. 1.

South coast of China between Hongkong and Hainan N. winds, strong.

Hongkong & Neighbourhood N. winds, moderate, fine.

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Hongkong & Neighbourhood N. winds, moderate, fine.

Formoso Channel N.E. winds, strong.

SHIPPING.

ARRIVALS.

AWA MARU, Japanese str., 3,912, P. E. Cope, 6th February—Singapore 31st January, General—Nippon Yuzen Kaisha.
DELTA, British str., 4,743, C. L. Daniel, 6th Feb.—Bombay 22nd Jan. and Singapore 1st Feb., Mail & General—P. & O. S. N. Co.
DALMATOS, Brit. str., 4,376, J. Biopenhansen, 6th February—Singapore 31st January, General—Butterfield & Swire.
HAPPAN, British str., 1,183, J. S. Roach, 6th February—Foochow Feb. 3rd, Amoy 4th, & Swatow 5th, General—Douglas, Lapraik & Co.
HANGZHOU, British str., 999, Mawley, 8th Feb.—Shanghai 2nd Feb., General—Butterfield & Swire.
HILLAS, German str., 1,553, J. Sach, 6th Feb.—Wakamatsu 31st January, Coal—Siemens & Co.
JOKIN MARU, Japanese str., 702, H. S. Smith, 6th Feb.—Tamsui via Amoy and Swatow 5th Feb., General—Osaka Shosen Kaisha.
KIANG TAO, Chinese str., 1,292, H. Uddin, 6th February—Chinkiang 1st Feb., General—Chinese.
KUEICHOW, British str., 1,215, G. Hooker, 6th February—Swatow 5th February, General—Butterfield & Swire.
LAERETIS, British str., 1,340, J. B. Jackson, 8th February—Saigon 1st February, Rice and General—Chinese.
LEVANZO, Italian str., 2,281, Belsito, 8th Feb.—Bombay and Singapore 30th January, General—Carlowitz & Co.
LYDIA, German str., 1,771, Meyer, 5th Feb.—Wuhu 30th Jan., Rice—Siemsen & Co.
MENELAUS, British str., 3,006, Collister, 5th Feb.—Singapore 28th Jan., General—Butterfield & Swire.
NANCHANG, British str., 1,040, W. Miller, 5th February—Shanghai 2nd February, General—Butterfield & Swire.
NANSHAN, British str., 1,339, Allan Jones, 8th February—Saigon 1st February, Rice—Bradley & Co.
NEPTUNE, Dutch str., 5th February—Canton, PHU-YEN, French str., 1,209, Bouisson, 6th Feb.—Saigon 1st Feb., Rice and Faddy—Bradley & Co.
FAOHSING, British str., 1,307, McIntosh, 6th February—Shanghai 3rd Feb., General—Butterfield & Swire.
TAIWAN, British str., 1,042, J. A. Martin, 6th February—Saigon 1st February, Rice and General—Chinese.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.

6th February.
Delta, British str., for Shanghai.
Decurion, British str., for Canton.
Hangchow, British str., for Canton.
Kiangtung, Chinese str., for Canton.
Dinan, British str., for Amoy.
Menelaus, British str., for Takao.
Aanchong, British str., for Canton.
Triumph, German str., for Hoikow.

DEPARTURES.

6th February.
C. FRED. LAEISZ, German str., for Singapore.
FUKUOKA MARU, Japanese str., for Swatow.
HAICHENG, British str., for Coast Ports.
HUCHW, British str., for Swatow.
J. DIEDERICHSSEN, German str., for Hoikow.
KUNICHO, British str., for Hongkong.
NUBLA, British str., for Yokohama.
POLYNESIEN, British str., for Singapore.
PROTECTOR, Danish str., for Saigon.
SEABRINGER, British str., for Canton.
TUNGKING, British str., for Canton.
WAISHING, British str., for Canton.

SHIPPING REPORTS.

The British str. *Desolation* reports: Moderate to fresh breeze, fine weather.
The British str. *Hastor* reports: From Foochow to Amoy, light to moderate Western winds and fog. Amoy to Swatow, light Western winds, cloudy overcast. Swatow to Hongkong, Northwesterly winds.

VESSELS IN DOCK.

February 6th.
ABERDEEN DOCKS, Neptune, Kowloon Dock, Neil McCleod, Persia, Germania, Amigo, Soregon, China, Landau, Schieff, Tintao, Cyclop, Chantung, Cosmopolitan Docks—Singapore, Buisang, Chingsing.

CHINA & MANILA STEAMSHIP COMPANY, LTD.

A CARNIVAL.

WILL BE HELD IN
MANILA under Government Auspices commencing on the 27TH FEBRUARY, 1908.

A grand entertainment to Hongkong residents to patronize this important event besides enjoying a holiday of reasonable length we have decided to despatch our Steamer "ZAFIRO" for a special Carnival trip, leaving Hongkong at 4 P.M. on the afternoon of SATURDAY, the 22ND FEBRUARY. The "ZAFIRO" will reach Manila on TUESDAY morning and in order that the full round of festivities may be enjoyed we shall not despatch the steamer from Manila until 2 A.M. on the morning of TUESDAY, 26th FEBRUARY. She will reach Hongkong again at daylight on THURSDAY, the 4th March.

We have arranged a Special Fare for this round trip of \$50, and Passengers, should they so desire, may make arrangements to remain on board during the steamer's stay in Manila. For further particulars apply to the undersigned.

SHEWAN, TOMES & CO., General Managers, Hongkong, 23rd January, 1908. 1908-246

VESSELS ON THE BERTH
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"JAPAN," Captain J. G. Olifent, will be despatched for the above Ports TO-MORROW, the 8th inst., at 3 P.M.
For Freight or Passage, apply to DAVID SASOON & CO., LTD., Agents, Hongkong, 5th February, 1908. 805

REGULAR STEAMSHIP SERVICE
WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG
TO NEW YORK VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT THE MALABAR COAST).
SS. "SAINT PATRICK" ... About 16th March.
For freight and further information apply to SHEWAN, TOMES & CO., GENERAL AGENTS.

Hongkong, 28th January, 1908. 15

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1" nearest Hongkong "2" midway between Hongkong and Kowloon "3" and those vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

1 From Green Island to the Harbour Master's Office. 2 From Harbour Master's Office to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VEHICLE'S NAME	FLAG & KG	FLAG & KG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON &c. VIA USUAL PORTS OF CALL	PENINSULAR	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, ANTWERP & HAMBURG	PLATINUM	Brit. str.	—	—	SHewan, Tomes & Co.	On 20th inst.
MARSEILLES, &c. VIA PORTS OF CALL	SALOMON	Fr. str.	k. w.	—	—	On 20th inst.
MARSEILLES, HAVER & COPENHAGEN &c.	ODAHEN	Fr. str.	—	Maguen	MESSAGERIES MARITIMES	On 18th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	PETRONIA	Brit. str.	k. w.	H. Fybus	MELCHERS & CO.	On 21st inst.
ROTEERDAM & HAMBURG VIA STRAITS, &c.	REBENANTA	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	About 12th inst.
HAVER & BREMEN & HAMBURG VIA STRAITS, &c.	PALAWAN	Brit. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 10th March.
BREMEN & HAMBURG VIA STRAITS, &c.	AMBRIA	Brit. str.	k. w.	Schwinghauser	HAMBURG-AMERIKA LINIE	On 9th March.
NAPILES, GENOA, ALGIERS, GIBRALTAR &c.	SPEZIA	Brit. str.	k. w.	Koets	HAMBURG-AMERIKA LINIE	On 24th inst.
PRINZ HEINRICH	—	—	—	Peter	MELCHERS & CO.	On 12th inst., at Noon.
BOSTON & NEW YORK	AUSTRIA	Aus. str.	—	Gillhuber	SANDER, WIELER & CO.	About 24th inst.
NEW YORK VIA SUEZ CANAL	SHIMONA	Brit. str.	—	—	DOWELL & CO., LTD.	On 12th inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDANI	Brit. str.	—	—	JARDINE, MATHESON & CO., LTD.	On 22nd inst., at 3 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	SAIN'T PATRICK	Brit. str.	2 m.	—	SHewan, Tomes & Co.	About 16th March.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 19th inst., at 4 P.M.
MONTEAGLE	—	—	—	—	CANADIAN PACIFIC R. CO.	On 22nd April, at Noon.
KUMERIC	—	—	—	Cowley	—	On 13th inst.
KASATO MARU	—	—	—	D. Mori	TOTO KISHIN KAISHA	Sometime in March.
CHANGSHA	—	—	—	G. W. Eddy	BUTTERFIELD & SWIRE	About 10th inst., at 4 P.M.
PRINZ SIGISMUND	—	—	—	D. Lons	MELCHERS & CO.	On 27th inst., at 5 P.M.
EASTERN	—	—	—	—	GIBR, LIVINGSTON & CO.	On 29th inst., at Noon.
TIJANPA	—	—	—	Pand r.	JAVA-CHINA-JAPAN LINIE	On quick despatch.
TSINGTAO & CHEFOO	KWEITANG	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	On 10th inst.
CHINKIANG & WUHU	CHONGMING	Brit. str.	1 m.	T. Siehr	HAMBURG-AMERIKA LINIE	To-day, at Noon.
SHANGHAI VIA SWATOW	KWONGSANG	Brit. str.	1 m.	W. P. Baker	JARDINE, MATHESON & CO., LTD.	To-morrow, at 4 P.M.
SHANGHAI	TOCHOW	Brit. str.	—	F. Northcombe	C. L. Daniel, B.N.E.	About 7th inst.
SHANGHAI	DEFLA	Brit. str.	—	—	P. & O. S. N. Co.	On 11th inst., at Noon.
SHANGHAI	HANGANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & CO., LTD.	On 11th inst., at 4 P.M.
SHANGHAI	KIUKIANG	Brit. str.	—	H. A. Wall	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SHANGHAI	SHAOHsing	Brit. str.	—	L. D. Northcombe	BUTTERFIELD & SWIRE	On 14th inst., at 2 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GOEDEN	Brit. str.	—	B. Wilhelmi	MELCHERS & CO.	On 14th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	KUTSANG	Brit. str.	—	B. Bednarz	SANDER, WIELER & CO.	On 15th inst.
SHANGHAI, YOKOHAMA & KOBE	CATHAY	Dan. str.	—	Bradley	JARDINE, MATHESON & CO., LTD.	On 14th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SAMBIA	Brit. str.	k. w.	Jager	MELCHERS & CO.	On 15th inst.
SHANGHAI, YOKOHAMA & KOBE	HOBENSTAUFEN	Brit. str.	—	A. Stott	HAMBURG-AMERIKA LINIE	On 13th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	NINGPO & SHANGHAI	Brit. str.	—	H. S. Smith	DOUGLAS LABRAIK & CO.	On 9th inst., at 9 A.M.
TAMSUI VIA SWATOW & AMOY	TAMSUI	Brit. str.	2 h.	T. Maynick	JARDINE, MATHESON & CO., LTD.	On 9th inst., at 10 A.M.
AMOY & FOOCHOW	ZAFIRO	Brit. str.	—	A. Sommerville	BUTTERFIELD & SWIRE	To-day.
AMOY & FOOCHOW	MAUSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LTD.	On 11th inst., at 4 P.M.
AMOY & FOOCHOW	LEVANZO	Ital. str.	—	R. Almond	SHewan, Tomes & Co.	On 14th inst., at 4 P.M.
AMOY & FOOCHOW	JAPAN	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 15th inst.
AMOY & FOOCHOW	NAMSANG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
AMOY & FOOCHOW	TIJALATAP	Dut. str.	—	R. Houghton	JARDINE, MATHESON & CO., LTD.	On 11th inst., at 4 P.M.
AMOY & FOOCHOW	—	—	—	F. Semill	MELCHERS & CO.	Middle of February.
AMOY & FOOCHOW	—	—	—	Belaito	CARLOWITZ & CO.	On 12th inst., at Noon.
AMOY & FOOCHOW	—	—	—	J. G. Olifent	DAVID SASOON & CO., LTD.	TO-morrow, at 3 P.M.
AMOY & FOOCHOW	—	—	—	M. B. Lake	JARDINE, MATHESON & CO., LTD.	On 20th inst., at 3 P.M.
AMOY & FOOCHOW	—	—	—	van Emmerick	JAVA-CHINA-JAPAN LINIE	About 11th inst.

HONGKONG—MANILA.
Highest Class, newest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS, Hongkong, 4th February, 1908. 14

HONGKONG—NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY
FOR NEW YORK VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT THE MALABAR COAST).
SS. "SAINT PATRICK" ... About 16th March.

For freight and further information apply to SHEWAN, TOMES & CO., GENERAL AGENTS.

Hongkong, 28th January, 1908. 15

CANADIAN PACIFIC RAILWAY,
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC is the "EMPEROR LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. TONS LEAVE HONGKONG ARRIVE VANCOUVER

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELTA Capt. C. L. Daniel	About 7th Febr.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	PENINSULAR CAPT. H. A. Peters	Noon 8th Febr.	Ses Special Advertisement.
MARSEILLES, LONDON, and ANTWERP	PALAWAN CAPT. O. H. Longdon, R.N.R.	About 12th Febr.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st February, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU AND ILOILO	"SUNGKIAH"	On 7th Febr., 4 P.M.
SHANGHAI	"TOCHOW"	On 8th Febr., 4 P.M.
TSINGTAU AND CHEFOO	"KWEIYANG"	On 8th Febr., 4 P.M.
MANILA, ZAMBOANGA, PORT DABWIN, THURSDAY ISLAND, COOK TOWN, CAIRES, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 10th Febr., 4 P.M.
NINGPO AND SHANGHAI	"KWANGSE"	On 11th Febr., 4 P.M.
SHANGHAI	"KUOKIANG"	On 11th Febr., 4 P.M.
MANILA	"TEAN"	On 11th Febr., 4 P.M.
SHANGHAI	"SHAOSHING"	On 12th Febr., 4 P.M.
CEBU AND ILOILO	"KAIFONG"	On 15th Febr., 4 P.M.
MANILA	"TAMING"	On 18th Febr., 4 P.M.
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
* Taking Cargo and Passengers at through rates on all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight, Passage, apply to— BUTTERFIELD & SWIRE, AGENTS.		
Hongkong, 7th February, 1908.		

11

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAMBLA	15th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE: HORENSTAUFEN	21st Febr.
FOR SHANGHAI, YOKOHAMA & KOBE: BELGRAVIA	5th March
COAST SERVICE: S.S. KOWLOON	FOR CHINGKIANG & WUHU On 10th February. Freight
For Further Particulars, apply to—	HONGKONG, 6th February, 1908. Hongkong Office.

12

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW ("JOSHIN MARU" AND AMOY)	SUNDAY, 9th Febr., Capt. H. S. SMITH	at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Building.

Hongkong, 6th February, 1908.

T. ARIMA, Manager.

13

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN, SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ HEINRICH" Capt. GEORG	Wednesday 12th Febr., at Noon.
KUDAT and SANDAKAN	"GOEBEN" Capt. WILHELM	About Wednesday 12th February.
MANILA, NEW GUINEA, BEIR, BANE, SYDNEY & MELBOURNE	"ROBBE" Capt. F. SEMBIL	Middle of Feb.
For further Particulars, apply to	"FEINZ SIGISMUND" Capt. D. LENZ	Thursday, 27th Febr., at 5 P.M.

NORDDEUTSCHER LLOYD.
MELCHERS & CO..
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 6th February, 1908.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJILATJAP	JAPAN	First half of Febr.	JAVA PORTS	First half of Febr.
TJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIMAJI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJILIWONG	JAPAN	Second half of Febr.	JAVA PORTS	First half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 28th January, 1908.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before SATURDAY, the 1st inst., at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9:30 A.M.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO., Agents.

Hongkong, 1st February, 1908.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"BRASILIA."

Captain Hasse, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before TUESDAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 4th February, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA."

From ANтверP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

No claims will be admitted after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 9:30 A.M.

All claims must reach us before the 15th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO., Agents.

Hongkong, 4th February, 1908.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chaf

POST OFFICE NOTICE

FOR	FROM	DATE
SHANGHAI	Dalin	Friday, 7th 9.00 A.M.
Hainan	Hainan	Friday, 7th 9.00 A.M.
Swatow and Shanghai	Kwangtung	Friday, 7th 11.00 A.M.
Manila	Sulu Isl.	Friday, 7th 1.15 P.M.
Kobe and Yokohama	Swatow	Friday, 7th 3.30 P.M.
Cape and Iolo	Ava Maru	Friday, 7th 5.00 P.M.
Manila	Bungkang	Saturday, 8th 1.00 A.M.
EUROPE & India via Tuticorin	Zefiro	Saturday, 8th 1.00 A.M.
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)	Printed Matter and Samples	Saturday, 8th 1.15 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	Registration	Saturday, 8th 1.30 P.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	(Registration with late fee of 10 cents, up to 10.45 A.M.)	Saturday, 8th 1.45 P.M.
The Parcel mail will be closed to-day at 5 p.m.	Registration	Saturday, 8th 2.00 P.M.
Macao	Sui Tsai	Saturday, 8th 2.15 P.M.
Singapore, Penang and Calcutta	Japan	Saturday, 8th 2.30 P.M.
Tsingtao and Chefoo	Kwangtung	Saturday, 8th 3.00 P.M.
Shanghai	Vacou	Saturday, 8th 3.30 P.M.
Singapore, Colombo and Bombay	Wakamatsu Maru	Saturday, 8th 4.00 P.M.
Swatow, Amoy and Tamsui	Justin Maru	Saturday, 8th 4.30 P.M.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HOROKU AND SAN FRANCISCO	China	Sunday, 9th 9.00 A.M.
Manila, Zamboanga, Port Darwin, Ilobay	Hainan	Sunday, 9th 9.30 A.M.
Island, Cootown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	Glamorganshire	Sunday, 9th 10.00 A.M.
Manila, Ningpo and Shanghai	Tjolotjar	Sunday, 10th 11.00 A.M.
Shanghai	Prinz Heinrich	Monday, 10th 3.00 P.M.
EUROPE & INDIA VIA TUTICORIN (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)	Changsha	Monday, 10th 3.30 P.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Tean	Tuesday, 11th 3.0 P.M.
Shanghai	Kwangtung	Tuesday, 11th 3.30 P.M.
Sandakan	Mausong	Tuesday, 11th 3.30 P.M.
Shanghai	Kiukiang	Tuesday, 11th 3.30 P.M.
Manila	Shimose	Wednesday, 12th 10.00 A.M.
EUROPE & INDIA VIA TUTICORIN (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)	Registration	Wednesday, 12th 10.30 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Kowloon	Wednesday, 12th 10.45 A.M.
Shanghai	Prinz Heinrich	Wednesday, 12th 10.45 A.M.
Singapore, Penang and Bombay	Registration	No late fee.
SHANGHAI, NAGASAKI, KORE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.)	Registration	February 6th.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)	Kowloon	Quotations are—
Moji, Kobe, Yokohama, Victoria and Tacoma	Kumecio	Malwa New ... \$940 per picoul.
Manila	Leongsong	Malwa Old ... \$960 "
Shanghai, Yokohama, Kobe and Moji	Autang	Malwa Older ... \$1020 "
Manila	Rubi	Malwa V. Old ... \$1050 "
Moji, Kobe, Yokohama, Victoria and Tacoma	Registration	Pemian fine quality ... \$800 "
Manila	Leongsong	Pemian extra fine ... \$850 "
Shanghai, Yokohama, Kobe and Moji	Autang	Patau New ... \$935 per chest.
Manila	Rubi	Patau Old ... \$950 "
Moji, Kobe, Yokohama, Victoria and Tacoma	Registration	Benras New ... \$950 "
Manila	Leongsong	Benaras Old ... " "
Moji, Kobe, Yokohama, Victoria and Tacoma	Autang	STEAMERS PASSED THE CANAL.
Manila	Rubi	Jan. 1st—Tremuk, Bluetrose, Hohenfels. 4th
Moji, Kobe, Yokohama, Victoria and Tacoma	Registration	Drangzith, 8th—Ayamoren, Indraswana, Senegambia, Funan, 11th—Atholl, 15th—Benlaur, Longor, Cethay. 22nd—Manila, Monmouthshire, Satsuma, Patroclus, Antiochus. 25th—Bennor, Palma, Sambia, Pakling, Pathan, Tonkin, Sagonia, Tumba Maru. 29th—Hohenfelsen, Benavon, Murrison, Nyanza, Sileia, Feb. 1st—Aja, Macau, Louther Caste, 8th, Andres Rickmers. 5th—Borneo, Diomed, Glenturret, Peleus, Perseus, Bendoron.
Moji, Kobe, Yokohama, Victoria and Tacoma	Autang	ARRIVAL AT HOME.
Manila	Rubi	Feb. 4th—Armand Behn, Kanagawa Maru.

FOR THE RACES.



SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON.
WINE & SPIRIT MERCHANTS.

Hongkong, 2nd January, 1908.

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FOR PROTECTION
of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Flies, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Woodwork
US ONLY
KENNON'S TEREDO-PROOF
AND
WOOD-ARMOR PAINT

A Peerless Wood Preservative and insoluble Paint, gives in Sea Water ABSOLUTE PROTECTION against the "Teredo" and all other Marine-For-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEBRUEDER ROESE, (Boese Brothers) Swatow.
General Agents for the East.

1547

TO-DAY.

Sale, Confiscated Goods, and Unclaimed Property, at the Central Police Station's Compound, Messrs. Hughes & Hough, 11 a.m.

At the Theatre Royal, City Hall, the Band-music Company in "Sunday," 9 p.m.

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. Prinz Heinrich left Kobe via Nagasaki and Shanghai on Sunday, the 2nd inst., p.m., and may be expected here on or about Monday, the 10th inst. p.m.

The L.G.M. str. Gothen carrying the German Mails with dates from Berlin of the 14th ult. left Colombo on Saturday, the 1st inst. a.m., and may be expected here on or about Tuesday, the 11th inst. p.m.

THE INDIAN MAIL.

The Indo-China str. Kutsang from Calcutta and the Straits left Singapore for this port on 8th inst., and may be expected here on or about 11th inst.

THE AMERICAN MAIL.

The T.K.K. str. Nippon Maru sailed from Yokohama on the 3rd inst., and is due to arrive here on the 12th inst.

EXTRA COPIES of Daily Press are on

sale daily at the KOWLOON BOOKSTALL, Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL.

Hongkong, 22nd December, 1903.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATIONS.

February 6th.

ON LONDON.—
Telegraphic Transfer 1.10/5
Bank Bills, on demand 1.10/2
Bank Bills, at 30 days' sight 1.10/4
Bank Bills, at 4 months' sight 1.10/4
Creditis, at 4 months' sight 1.11
Documentary Bills 4 months' sight 1.11

ON PARIS.—
Bank Bills, on demand 2.20/4
Creditis, at 4 months' sight 2.21

ON GERMANY.—
on demand 1.11/1

ON NEW YORK.—
Bank Bills, on demand 4.5/6
Creditis, at 80 days' sight 4.7

ON BOMBAY.—
Bank Bills, on demand 1.11/1

ON SHANGHAI.—
Bank, at sight 7.44
Private, 30 days' sight 7.54

ON YOKOHAMA.—On demand 9.2

ON MANILA.—On demand—Peace 9.24

ON SINGAPORE.—On demand 11.13

ON BATAVIA.—On demand 5.4 p.c. pm.

ON SAIGON.—On demand 6.25 p.m.

ON BANGKOK.—On demand 7.2

SWEDEN, Bank's Buying Rate 30.45

GOLD LIAR, 100 fine, per tael 30.40

BAR SILVER, per oz 2.54

SUBSIDIARY COINS

per cent.
Chinese 20 cents pieces 7.00 discount.

10 " " 7.30

Hongkong 20 " " 6.46

10 " " 6.96

OPPIUM.

February 6th.

Quotations are—

Malwa New ... \$940 per picoul.

Malwa Old ... \$960 "

Malwa Older ... \$1020 "

Malwa V. Old ... \$1050 "

Pemian fine quality ... \$800 "

Pemian extra fine ... \$850 "

Patau New ... \$935 per chest.

Patau Old ... \$950 "

Benras New ... \$950 "

Benaras Old ... " "

STEAMERS PASSED THE CANAL.

Jan. 1st—Tremuk, Bluetrose, Hohenfels. 4th

Drangzith, 8th—Ayamoren, Indraswana, Senegambia, Funan, 11th—Atholl, 15th—Benlaur, Longor, Cethay. 22nd—Manila, Monmouthshire, Satsuma, Patroclus, Antiochus. 25th—Bennor, Palma, Sambia, Pakling, Pathan, Tonkin, Sagonia, Tumba Maru. 29th—Hohenfelsen, Benavon, Murrison, Nyanza, Sileia, Feb. 1st—Aja, Macau, Louther Caste, 8th, Andres Rickmers. 5th—Borneo, Diomed, Glenturret, Peleus, Perseus, Bendoron.

ARRIVAL AT HOME.

Feb. 4th—Armand Behn, Kanagawa Maru.

REPLACEMENT OF THE HONGKONG DAILY PRESS.

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